RAPID TRANSIT

Gleams of Hope in the Present and the Near Future.

Extension of the Elevated Railroad in Greenwich Street-A Specimen Ride-Operations To Be at Once Begun Upon the Gilbert Railroad-The Route Laid Out and the Capital Ready-What It Looks Like-Prospects of Its Rapid Completion-The Fourth Avenue Improvement.

That fretful impatience and readiness to look at the gloomiest side of things, which so many philosophers have remarked as being among the most conspicuous traits of the human mind, have been rarely more plainly displayed than in the matter of rapid transit. Talk to the average citizen upon this subject and he will at once dolefully tell you that he doesn't believe we shall ever have anything better than the stages and cars in which we are most of us now condemned to pass a tenth, and perwhich constitute, in discomfort and positive physical suffering, so lively a picture of the hor even if we ever do, be at much too remote a date far future to have more than a Yet how far this is from the truth! An instalment one rapid transit line is now actually running for a length of about three miles at least, and two other projected schemes are being pushed rapidly forward, one of which will have to be completed from the Battery to Forty-second street, unde pain of the forfeiture of its charter, within a pe riod of seventeen months from this present THE ELEVATED RATIRDAD

Probably not more than a tenth of our citizens have ever availed themselves of the elevated railroad, which after surviving so many vicissitudes o fortune and explosions of popular ridicule, is now sand passengers. There are many things it-its apparent perils, its fitful timetable, its adhesion to the "early closing" movement, and the desolate and poverty-stricker air which seems to cling about its stations. But these are mere trifles. The danger is probably little, if any, greater than on a surface road an the coaches are passably comfortable if they are not positively luxurious. And a trial is enough to convince anyone that it is infinitely and immeas urably superior in point of speed and convenience to the horse cars. Just now, indeed, when block ades occur hourly even in the widest avenues, and car passengers, after waiting patiently for a quarter of an hour within half a mile of their destina tion, are frequently obliged to get out and, climb wading through a swamp of ice-cold waterand they are lucky if they do not tumble In the journey—make the best of their way home over dangerously slippery pavements, the advantages of the new road to any one that lives with in a few blocks of its route are especially obvious.

the advantages of the new road to any one that lives within a few blocks of its route are especially obvious.

A New STATION
has just been opened at Morris street, within a block of the Battery; and one can now, therefore, either start uptownward from there or from the corner of Dey and Greenwich streets, which for a long time previously had been the terminus, as at is still the downtown headquarters of the road. The stairway is not very inviting, but it is kept free from the usual coating of ice, and, arrived on the platform, you find yourself in the midst of a growd of perhaps two hundred people. Frequently, indeed, towards the close of the afternoon, the throng is so great that the officials close the gate and turn away intending passengers, as it is one of the fixed and unaiterable rules of the company that there shall be no more people carried than can be seated in the coaches. In a little while the train, consisting of two coaches and a small dummy engine, comes swiftly along, making comparatively no noise at all, at the worst not more than a stage elattering over the stones of Brondway. The coaches are rather curiously constructed, the main body between the whele being let down very near the rails, while at each end there is a sort of upper apartment. This probably gives the cars a fruer grip upon the track and properly of the cars a fruer grip upon the track and there is a sort of upper apartment. This probably gives the cars a fruer grip upon the track and there is a sort of upper apartment. This probably gives the cars a fruer grip upon the track and there is a sort of upper apartment. This probably gives the cars a fruer grip upon the track and there is a sort of upper apartment. This probably gives the cars a fruer grip upon the track and there are only the people, and sometimes there are besides half a dozen or so of accidental "standees." As you sit inside the coach, there is at first a rather curious sense of insecurity. The cars seem resting upon nothing, and, as you look down through the window

pleasantly long distance to fall in the event of a disaster. But before you have had time to get scared enough to retreat, there comes the well-known signal of "All aboard," the conductor looks out from the rear of the engine along the road as though it were just possible that there might be something on the track, or even that the track had sumbled down allogether, and then, without any walraling bell, such as you have been accustomed to in your previous journeys behind the iron horse, the train begins slowly to move along at a level just a little higher than the second story of the houses along the route. Much has been written about the strangeness of a first journey on a London rallroad "over the rooftops" and among the huge stacks of climneys which are the one great picturesque feature of demestic architecture in Cockneydom, but it may be doubted whether

AN EXCURSION

along this new city railroad does not surpass it in interest. On the rooftops there is nothing to be seen, after all, except now and then a plump servant moving among a wilderness of clothes props and damp linen, or a cote of pigeons, or a flock of swallows, er "something of that sort, you knew," and these objects soon grow tame and monotonous. But to be gitted with what practically amounts to the power of Asmodeus and to look into the secrets of the second story rooms of a New York street, that is indeed worth a ten cent stamp, especially as most of the inhabitants are of the poorer classes of society and take the chances of being discovered at their domestic occupations with a nonchalance and indifference that are, to say the least of it, somewhat surprising. But

THE SPEED

2t which you are borne along prevents these glimpses into private life from being more than momentary. For, after you have once left the station, the engine plods forward with an earnestness and vigor that strikes a horse-car passenger dumb with anazement. From Bey to Canal the journey takes exactly five minutes; from Canal to Twelfth is another five minutes; from Canal

she road, and smile when you talk of the chances of a broken rail.

PRESERVY CONDITION AND PROSPECTS.

This line began running as far back as the 20th April, 1871, but for a long time its rolling stock was a single dummy, and there was no serious attempt to begin passenger traffic in earnest until a much more recent period. Even now there are only about twenty-four trains each way daily, and as they run to connect with the time table of the Hudson lilver road there is sometimes an hour between the trains. On the ist of February, however, the company hope to begin making Hudson River road there is sometimes an hour between the trains. On the ist of February, however, the company hope to begin making trips every filteen minutes. At present there are only six coaches and two dummies, but another dunmy will be put on the track this week and before the end of next week two more coaches and still another dummy, making in all four trains. Even at present as many as 2,430 passengers have been carried in a single day, and in a single month nearly forty thousand. This, at ten cents a passenger, ought to begin to pay appreciable dividends, for the expenses of the road cannot be very heavy as it is now run. It is claimed, however, that no less than a million and a half of dollars have been expended altogether in its construction and in the various experiments that have been made upon its running power, one of which, the endless chain principle, was a very costly failure. And upen this enormous capital of course a satisfactory dividend would require enormous receipts. The success achieved has, however, sufficiently encouraged the proprietors to induce them to continue the line to the Harlem River. This work, it is promised will be begun next Spring.

THE GILBERT ELEVATED ROAD.

Another road which will be commenced at once is that for which Dr. Gilbert holds a charter, and for which only about a month ago, the commissioners completed the task of determining and laying out the route. The charter reads that the road must be begun down town and finished as far as Forty-second street within a year and a half after the route which it is to follow has been decided upon and as large sums have already been expended upon the scheme. It is only reasonable to believe

that the company will do the best they can to avoid the risk of the forfeiture of their privileges. Originally, the road was intended to be worked by pneumatic power, but this has been abandoned in deference to the existing prejudice about its impracticability. This, however, as a mere matter of etail, which has not much alfected the original plan. The road is to run right round the city, starting from the City Hall on one side and the Hattery on the other, with a continuation of the west side track as far as Kingsbridge, along the western margin of the fistem kiver. There is a double track each way, and each train of cara makes the complete circuit of the city. Thus there will be in all about twenty miles of road to be built.

In the office of the company which has been formed for the carrying out of this scheme there is a beautifully executed model of the projected road, and the promoters of the plan, of course, promise that the road shall be as graceful in appearance as its miniature prototype. The plan consists of a series of iron arches, spanning the street at intervals of about sixty-six feet apart (thus taking about three to a block), with a transverse arched girder, leaving the centre of the space between the girder and the arch free for the track. The height of the arch is forty-five feet, and of the girder twenty-five feet from the ground.

apart (thus taking about three to a block), with a transverse arched girder, leaving the centre of the space between the girder and the arch free for the track. The height of the arch is forty-five feet, and of the girder twenty-five feet from the ground. The pillars which form the rooks of the arch, and which are of wrought fron, rest in cast-fron sockets, which are let into the edge of the side-walk. These sockets are four feet square and three feet deep. The space between the pillars across the street is sixty-two feet. The tracks are laid on an open truss tattlee girder, and take up twenty feet of space. They are four feet eight and a half inches wide, the regular gauge. They are laid directly on wooden crossites, thus, it is claimed, securing comparative noiselessness and avoiding the terrible clamor which would arise if iron were employed for the purpose. Such are the main features of the general structure contemplated by this scheme.

A PNEUMATIC PARCKL DELIVERY.

Mindful, however, of the pneumatic idea which was one of its principal features, Dr. Gilbert has determined to have at least small pneumatic tunnels at each side of the track, capable of transporting little trains of parceis and newspapers. These, he claims, can be carried from the City Hall to Hariem unterest the summer of the side of the side of the structure for additional tunnels, one of which might, indeed, have a diameter of as much as three or four feet. The cost of working them will, it is confidently believed, be very slight. The Doctor is one of the lew who have faith in the coming future when the Herald will be circulated in Cincinnati on the same morning that it is published. Some revenue is also expected to flow into the coffers of the company from the use by the telegraph companies of their arches instead of the ugly wooden poles which now deface the streets.

The great woubie about this road is that, like almost everything else greatly needed, it will cost a great deal of money. The estimated on thay for construction alone is \$70

surveys are completed, which will be in a week of two.

THE POURTH AVENUE IMPROVEMENT.

It should not be forgotten, either, that work is vigorously going on upon Commodore Vanderbill's road. The Fourth avenue improvement consists of three sections, one taking in from Forty-fifth to Forty-ninth street, another comprising from Forty-ninth to Seventy-ninth street, and the third from Seventy-ninth to the Harlem River. Upon the first work has been progressing for the past six months, and the contracts for as much of the last as is contained between Seventy-ninth and Ninety-sixty streets have been already made and are now being carried out. The section from Porty-ninth to Seventy-ninth street will be begun so soon as satisfactory contracts can be made for it, and bids for the work will be received on Monday next. The rumors that the project had been abanconed are greatly ridiculed by the officials who are carrying out the scheme, and so long as they can point to such operations as are being carried on above Seventy-ninth street the public will believe them. Here two tunnels are being dug out, one upon each side of the avenue, and though no one seems to know exactly how many men are at work there, there are enough to show that some one is very much in earnest about getting the work finished.

THE DORRINGTON HOMICIDE.

Coroner's Investigation-Verdict Against

Coroner Young yesterday held an inquest at the Twenty-eighth precinct station house in the case of John J. Dorrington, the young man, late of 94 Charlton street, who died some days ago in Bellevue Hospital from the effects of violence alleged to have been received at the hands of James Lawler during a quarrel in the barroom corner of Spring and Washington streets, early on the morning of the 16th ult., as heretofore reported. Deceased, who was very drurk, and one or two others were in the barroom, and meeting Lawler, then quite sober, picked a quarrel with bim, during which Dorrington, as shown by reliable witnesses, struck Lawler in the face with his fist Lawler, who appears to be quite a respectable man, in defending himself struck and kicked his assailant about the head and body.

Below will be found a brief synopsis of the most important evidence elicited before the Coroner and the jury :-

THE EVIDENCE.

Alonzo Kirkpatrick, of 367 Hudson street, deposed that he was acquainted with John Dorrington and James Lawler, and was present at a fight between them on the night of the 16th ultimo at the public house of Cyrus Olmsted, corner of Spring and Washington streets; Dorrington was very drunk and sell on the floor, when Lawler com-menced kicking and striking him; Olmsted said, "He (Dorrington) has been looking for fight; now give it to him;" Lawler then grabbed a pitcher from the counter and made three blows at him; the first struck the counter, the second struck his back and the third hit his head; Dorrington said, "Don't do that; I give in;" Dor-rington got up and said, "Oh, my God!" senseless on the stoop, and feli he lay five minutes; he then got up and started off alone to the station house: Dorrington had taken a few drinks, but was not very drunk; saw no blows

struck except by Lawler.

James Clark, of No. 81 King street, deposed t facts substantially the same as those sworn to by

the first witness.

John Malcoim, of No. 55 Vandam street, said that he, hearing a rap for assistance, ran into the public house and saw Dorrington on the floor and Lawler on him: deceased said, "Let me up, I'll stop;" when deceased got up he said, "I'll eat you," and rushed for Lawler and clinched, and deceased fell heavily on the floor; Lawler said deceased was biting his leg and kicked him, and then taking a pitcher from the counter struck at him three times; two of the blows took effect on the body of deceased; Mr. Olmsted took the pitcher from Lawler; deceased was a very unit man when drunk; he was very much under the influence of liquor at that time; after the fight Dorrington got up, and going out lay down on the stoop; he soon got up and walked up Spring street.

John McDonald, bartender for Mr. Olmsted, testified that deceased commenced the assault by striking Lawler the first blow in the face or on the head, and believed Lawler acted in self-defence.

Cyrus Olmsted, proprietor of the place where the fight occurred, came down stairs by request and found Lawler holding Dorrington till a policeman should come and arrest him; Lawler said, "I am sober and am right and cannot help myself;" Dorrington being released made at Lawler said, "I am sober and am right and cannot help myself;" Dorrington being released made at Lawler and struck him in the face; Lawler was compelled to defend himself, and in the struggle Dorrington fell and Lawler fell partity on him and then commenced to kick at him; Lawler picked up the pitcher and made passes at deceased to defend himself; consider that Lawler acted in self-defence; think it was necessary to disable the deceased in order to get away from him.

Mr. Olmsted positively denied urging Lawler to assault deceased, as lestified to by the witness Kirkpatrick, whose arrest for perjury was urged upon Coroner Young by Lawler.

Deputy Coroner Marsh, who made the post-mortem examination, testified that pyemia, the result of injuries, was the cause of death.

The jury rendered a the first witness.

John Malcoim, of No. 56 Vandam street, said tha

THE MAYOR'S OFFICES.

The offices of the Mayor are undergoing a complete reconstruction or rather a restoration to that appearance which they manifested some years ago. The number of callers greatly increases, and it requires all the vigilance of the messengers to keep His Honor from the invasion of quite an avalanche of visitors. The Mayor adheres to his former practice, when Mayor previously, of performing the marriage ceremony, and consequently he has been called upon every day since he has attended at the offices of the Chief Magistrate of the city to operate in this wise. Yesterday he bound together two couples in the bonds of hely matriment.

THE CENTRE STREET HOLOCAUST.

All the Evidence In-The Jury Want an Adjournment Until Monday-The Coroner Compromises by Allowing Them to Dine-The Verdict a Sweeping One and Many Persons Censured, While Some Ara Pnffad-Who Wants a Position in the Fire Department-Children's Offerings to a Victim's Friends.

Coroner Herrman yesterday resumed the inquest in the case of the victims by the fire at the Caxton Building, when Walter W. Adams, of the Building Department, was recalled and testified that he sur veyed the building after the fire of 1870 and found considerable injury to fixtures. The fire originated on the first floor and got up by a hatchway in the rear. The witness described at considerable length the condition of the building after that fire. He found the lumber on the first floor, where the heat was greatest, not charred more than to the extent of a fourth of an inch. Witness examined the walls and found they were not affected by the fire. The stock of the New York Printing Company was very heavy. Witness had examined the building after that, when the machinery was in motion, and found it to vibrate; in his opinion this was due to its standing alone, but had it not been built so well it would have shaken more. In his opinion the wall fell so soon in consequence of the heavy weight in the building and the inflammable substance in it, and as soon as cold water was played upon the iron columns they snapped and the walls fell in consequence. If he had the power, witness said, he would compel all employers to instruct their hands as to the means of escape in case of fire, and restrict the use of benzine and other inflammable substances. The law of 1869 would require the second story wall to be four inches thicker; according to the present law the walls are required to be sixteen inches in thick-This closed the testimony, when the Coroner ad-

dressed the jury, dwelling upon the evidence given by the different witnesses and suggesting to the jury the points which they should especially note. He dwelt with much stress upon the unsafe condition of the ladder, the use of benzine by boys, whose names were unknown to their employers it, there was no hose; the ignorance of the employes of the location of the fire escapes, and the use of them; the danger of placing elevators be side staircases, and the great weight on the floors The jury, after an absence of two hours, were mable to agree, and requested permission to ad journ until Monday. This request the Corone denied. They then requested permission to go to dinner, and at half-past one they left, promising to return at half-past two and consider their ver-dict. Promptly at the hour named the jurors-Messrs. Peter C. Barnum, R. S. Hoquet, W. M. Fleiss, L. J. Philips, George Kuster, E. Ketchen and James T. Whitlock-returned to the Coroner's office, and immediately assembled in a private room, which Coroner Herrman had specially set

to small the free air, rendered the following

VERBIGE:—

From the evidence, the jury-find that Mary Jane

From the evidence, the jury-find that Mary Jane

Standard from suffocation and burns in the fire origin

ating in the third floor of houses 81, 83 and 85 Centre

street, in the pressroom of Dun, Barlow & Co.'s printing

stablishment, on the 24th of December, 1872, and that

the fire was caused by carelessly bringing light in con
tact with benzine, an article which Dun, Barlow & Co.

have been in the habit of using for cleaning their pres
rollors. The jury severely censure said firm and their

foreman, Joseph Payes, for the practice of entrusting

such dangerous material to inexperienced persons. The rollors. The jury severely censure said firm and their foreman, Joseph Paye, for the practice of entrusting such dangerous material to mexperienced persons. The jury condemn emphatically the continued use of such a dangerous material in any printing establishment or any factory where inflammable material is used, even with the best precautions, for the testimony clearly proves that the use of bennie for cleaning presses and rollers necessarily results in saturating the floor, so that the slightest spark coming in contact with the floor instantly ignites an unmanageable fire.

The jury also censure Messay Archer, Anderson & Co. for neglecting, during their entire occupancy of this building, to call the attention of their employes to the means of escape from the building by the fire-escapes, and for not having examined these escapes with the view of seeing that they were kept in proper order. The testimony by means of the fire-escape would have perished but for the timely aid of the persons who came to their rescue from the roof of the adjoining building—the fact being lowing halding (a distance of about thirteen feet, or one story) there was no fire-escape, the drop-ladder for this last story being so secured that it could not be brought into use.

The jury recommend that all employes should be in-

Into use.

The jury recommend that all employes should be informed by their employers of the location of the fire escapes, their position, use and manner of using them, by proper printed notices being posted in all the workrooms. In all the workrooms in all the workrooms in all the buildings where so many persons are employed if re plugs and hose should be attached at each floor to the water pipes, and that their use be fully explained to the employes by proper notices to that effect.

The lury commend to the Fire Commissioners particunotices to that effect.

The jury commend to the Fire Commissioners particularly the services of John McGloin, who, hanging to the lowest beloom of the fire escape, was the means of saving several working girls. The jury suggest that all fire

lowest belegary of the fire escape, was the means of saving several working girls. The jury suggest that all fire escapes be frequently inspected by the proper authorities, so that they and all other appliances for saving human life be kept in good order. They also suggest that the floofs of all foofms where printing is done or preses used be covered with stone or iron, and that the ceilings of all factories should be or corrugated iron.

They also suggest that all elevators be placed as far as possible from the staircases, as the evidence shows that the fire was intensified by the extreme draught caused by the proximity of the stairs to like elevators and thus cut off the escape by the stairs. They would also suggest that in all factories staircases be made of iron, cased with corrugated iron.

In conclusion they would commend Coroner Herrman in his action in taking upon himself to exhume the bodies of the fire, and would recommend that sufficient authority be given to the Fire and Police Departments to proceed at once in such cases, and thus prevent the recurrence of the painful fact of seven human beings lying under the ruins of a burned building for a number of days.

When the verdict was rendered there were in

When the verdict was rendered there were in attendance at the Coroner's office no delegation to cheer, but parties likely to be affected by the verdict were present, and their laces exhibited much anxiety. Among these were officers of the Building Department, who awaited the verdict with interest.

INFANTILE SYMPATHY FOR THE VICTIMS.

Among the employe's who lost their lives in the building was a little boy named Bevins, a nephew of Captain John Mount, one of the senior captains of the police force. Poor little Bevins' body was scarcely recognizable, and the circumstances of the finding of his body having appeared in the HERALD, a number of letters have been addressed to the care of Captain Mount, inclosing money and sympathetic expressions on the part of children. The following are given as specimens of the sentiments of the dear little children who have read of the horror:—

ments of the sear little confident who have teles of the horror:—

DEAR MAS, BEVINE—Please take this money to buy a Christmas present in memory of your good little boy, My papa gives me fitly cents pocket meney every week, and my grandpa often gives me money, and I will share it with you, so that you may reel that there is one more only son to think of you. Yours-truly,

NEW YORE, Jan. 5, 1873.

B. VAN A—...

25.

only son to hilbs of you.

New York, Jan. 5, 1873.

B. VAN A—

St.

My Dear Mrs. Brivins—I am ten and my sister is seven; but we feel just as sorry as if we were big people, and we send you what we have left from our Christmas money.

We will bray to God to take care of you, and He will.

Jesus loves little boys and girls, for He said suffer little children to come unto Me, forbid them not, for such is the Kingdom of Heaven—and you ought to be very glad he has gone to Heaven—and you ought to be very glad he has gone to Heaven—and you ought to be very glad he has wone to Heaven—and you ought to be very glad he has gone to Heaven—and you ought to be very glad he has gone to Heaven—and you ought to be very glad he has gone to Heaven—and you ought to be very glad he has gone to Heaven—and you ought to be very glad he has gone to Heaven—and you ought to be very glad he has gone to Heaven—and you ought to be very glad he has gone to Heaven—and you ought to be very glad he has gone to Heaven—and you ought to be very glad he has gone to Heaven—and you ought to be very glad he has gone to Heaven—and you ought to be very glad he has gone to Heaven—and you ought to be very glad he has gone to Heaven—and you ought to be very glad he has gone to Heaven—and you ought to be very glad he has gone to Heaven—and you ought to be very glad he has gone to he will have to be very glad he has gone to he will have to be very glad he has gone to he will have to be very glad he has gone to he will have to be very glad he has gone to he will have to be very glad he has gone to he will have to be very glad he has gone to he will have to be very glad he has gone to he will have to be very glad he has gone to he will have to be very glad he has gone to he will have to be very glad he has gone to he will have to be very glad he has gone to he will have to be very glad he has gone to he will have to be very glad he has gone to he will have to be very glad he has gone to he will have to be well have to he will have to be well have to be well h \$10. Jan. 4, 1873.

DETECTIVE DOINGS.

Frank G. Teller was arrested yesterday afternoo by detectives Heidelberg and Tilley, charged with stealing goods valued at \$500 from Richard H-Elias, jeweller, on the corner of Broadway and Hous ton street. A portion of the property, valued a \$91, was recovered by the detectives. Teller will be sent before Judge Dowling at the Tombs this morning by Captain Irving. He was employed by Mr. Elias as a clerk and watchmaker. The property

Mr. Elias as a clerk and watchmaker. The property was found at his residence, No. 355 West Fourteenth street.

Edward Kelley was arrested yesterday by Detective Farley, charged with perjury. It appears that some time ago Andrew Haine and John Hanley were committed to the Tombs on a charge of burglary. Not long since Hanley got out on bail, and his bondsman was Kelley—a person, the police say, not entitled to the privilege of going security for any one in consequence of his social status. This becoming known to Captain Irying he piaced the matter in the hands of Detective Farley, who soon ferreted out the desired Mr. Kelley. It is time this system of straw bail was done away with. This is the first case, and it is to be hoped Captain Irving will not stop in this good work until the entire batch of rogues is captured.

HOW YOUNG GIBLS ARE ENTRAPPED.

NEW YORK, Jan. 7, 1873.

TO THE EDITOR OF THE HEBALD:In looking over your paper I observed an insertion for a teacher of French and music. Upon applying for it I was grossly insulted by applying for it I was grossly insulted by being offered \$100 a sitting for my picture. I consider it only a subterfuge to entrap innocent females. The place is on Sixth avenue—a room hung with different paintings. If you will insert this little note in your paper it may be the means of preventing some virtuous girl from being led astray. Respectfully,

THE NEW YORK CANALS.

Report of the Auditor of the Canal Department

The following is a brief synopsis of the financial report of Auditor Dayton. The report is lengthy, and we give only its main points:-

BRORIPTS AND PAYMENTS.
Total revenues of the canals for fiscal year ending September 38, 1872.
Total payments for ordinary repairs, salaries, &c., for last fiscal year.

Surplus revenues of the canals for last fiscal year.

Tais surplus revenue has been set apart, in ac cordance with the provisions of article 7 of the con stitution, to sinking fund under socion 2.

TOLLS FOR LAST FISCAL YEAR.

Tolls collected for fiscal year of 1872.

\$3,060,32

Tolls collected for fiscal year of 1871.

2,813,68

Increase of 1872... \$246,042

CANAL AND ORNERAL FUND DEST.

The canal debt September 30, 1872, was... \$11,396,680

The general fund debt September 30, 1882, was... 3,988,526

Total canal and general fund debt. \$15,385,206 Total balance in sinking funds. 4,237,545 Total canal and general fund debt after applying sinking funds.....

CANAL DEST. Ist of July last. The policy inaugurated in 1869 of paying that portion of the State debt that was contracted before the passage of the Legal Tender act by Congress, in coin, has been adhered to. Another portion of the canal debt, amounting to \$847,500, matures January 1, 1873.

tolls and the efforts which have been made to withdraw the commerce which naturally belongs to the channels of this State for transportation. It is but common justice that the canals should be self-supporting and that so far as consistent with other interests and other rights they should pay the 'debt incurred in their construction. This right is recognized and sacredly established by the constitution of 1846. But as the canals were constructed for commerce rather than for revenue, the latter must be subordinate to other considerations and toils should be adjusted so as to attract and not repel freight seeking transportation. Neither should the State exact from the carrier an undue proportion of his earnings by way of toils, so as to leave him without a just and reasonable compensation for the means employed and for his services. There can be in the nature of things no fixed and absolute standard of toils, but they must be adjusted from year to year and from time to time to meet the various circumstances and conditions. is but common justice that the canals should be

of things no fixed and absolute standard of tolls, but they must be adjusted from year to year and from time to time to meet the various circumstances and conditions.

The tolls at their present rate, assuming that the tonnage is not decreased, will yield annually at least \$1,200,000 over and above the cost of superintendence and repairs, which will extinguish the canal debt by April 1, 1886. The surplus might very easily be increased by bringing the cost of the superintendence and repairs within proper limits, Repairs and superintendence of the canals for the last fiscal year has amounted to \$1,875,676.61. Various causes are mentioned under this head as having contributed to waste and extravagance in the administration of this branch of the canal service and a thorough revision of the whole system of canal repairs is recommended.

OWNERSHIP OF THE CANALS.

Suggestions have been made that the caralis should be transferred to the Rederal government. That the State will ever consent to transfer its ownership in the canals and yield up their control and management to the federal government or any private corporation is not probable. They were constructed upon a system perfected in the early history of the State, with a view to the development of its great resources and commercial advantages, and have vindicated the wisdom and sound wealth were undeveloped, expended many millions in the construction of the canals, the State is not in a condition to ask another government or a private corporation to relieve it from the comparatively trilling portion of the canals, the State is not in a condition to ask another government of a private corporation to relieve it from the comparatively trilling portion of the canal debt, yet to be redeemed, and which the revenues of the canals will, with the tolis at the present low rates, extinguish in less than fourteen years. If taxation were necessary to cancel the debt (which can never be the case) at ax of seven and one-half mills upon the dollar would discharge it in a single yea

This subject is considered in the report at length, and concludes as follows:—"The act has had the effect anticipated. It has called into action the inventive genius and mechanical skill of the citizens of this and other States. It can hardly be doubted that the result of the experiment now being made, and the inventions and devices which are being put to the test, will go far towards the realization of the desires of the friends of the canals. Without anticipating the action of the report of the very able commission, charged with testing and examining the several processes and inventions which shall be submitted to them, it is proper to say that recent experiments have been of a character satisfactorily to show that the application of steam as a motive power for the pro-

LATERAL CANALS.

The expenditures for the ordinary repairs and collection of toils of the lateral canals for the last which

Buffalo and Black Rock," &c., the report concludes as fellows:—
Up to the time of the breaking out of the disease among the horses the tolls collected were in excess of those received at a corresponding date in 1871. The epidemic commenced at a time when the canais were taxed to their utmost capacity with freight, and continued until the close of navigation. The loss to the State in tolls resulting from this cause was undoubtedly large. The season of navigation just closed was about twenty days shorter than that of the previous year; yet the receipts will nearly, if not quite, equal those of the season of 1871.

Two breaks occurred on section 3 of the Eric Canal carly in the season—one at Big Nose, near Spraker's, and the other at Port Jackson. They were promptly repaired. Other breaches have occurred on the different canais, but of much less magnitude and causing no serious delays to navigation.

The day fixed by the Canal Commissioners for closing the canais was the 5th of December, but the

closing the canals was the 5th of December, out the cold weather interrupted navigation more or less a few days prior to that time. Nearly all the boats, however, safely reached their destination.

JONATHAN OLDBUCK ON GOVERNOR DIX'S MESSAGE.

The Canals, Banking and New York Improvements.

TO GOVERNOR DIX:I have read your message to the Legislature with much satisfaction, and I claim the privilege of a friendly acquaintance of half a century for the remarks I am about to make. Your opinions, observations and recommendations, with few exceptions, accord with my own, and, I think, will be accepted as public opinion. Your reference pecially opportune. You say truly that other States as well as Canada are using unwonted and praiseworthy efforts to secure the trade that ap-

pears to belong to our State.

The building of locks for steamers of 800 tons burden on the Canada side, between Lakes Erie and Ontario, will make the necessity more palpable of an immediate connection between the waters of the St. Lawrence and the Hudson River, for steamers of the same size, through Lake Champiain.

This work, when completed, will accomplish what I pressed strongly upon our Legislature when the enlargement of our canals was under consideration, in 1888. If at that time locks at the Falls of Niagara had been built for steamers of 800 tons burden, and a canal built of the same dimensions from the St. Lawrence to the Hudson, we should have secured transportation from Chicago to New York at about one-third of the present cost. This work would not have cost one-half the outlay made upon our enlarged canal, and would have secured upon our enlarged canai, and would have secured beyond any competition the trade of New York with the West. But alas! Political considerations demanded that all outlays should be confined to our canals, and thus the West and the East were sacrificed.

You have omitted to refer to one small change in our trade with the West that will make a great saving in expense upon Western produce—a change which will be asked for by our people by petition to the Legislature, and which, if made, will work out great and important results.

The work in the East River at Heil Gate, which is being done by order of Congress, renders the opening of the Hariem River a necessity. The tows from Alosny would thus save a distance of twenty are paties around the island of New York.

and join the European and New England trade at the most economical and convenient point for shipment on the East River. The saving by this short cut will be equal to one-third the freight from Buffalo. Here then, by an expenditure of about three or four hundred thousand dollars, you will benefit the West and New York city more than the outlay of two millions on our canals. This small work will solve another problem suggested by you. You say that "during the last ten years the population of New Jersey has increased at the rate of thirty-five per cent, while ourshas increased at the rate of thirteen per cent." This is true, and why is this so? Because New York city has been built "wrong end foremest." The Harlem River should have been opened to commerce from the Hudson to the East River when our canals were built, in 1925. Then this river would have become the centre of our trade with the West, and our population would have extended south on our island and north on Westchester county. All the increase of population and wenth would have been within our State, and would have made up more than the thirty-five per cent of population that our fatal mistake has thrown into New Jersey. At this time there is more than hail a million of population in New Jersey that should have been tocated in Westchester. If the Legislature shall cause this small cut to be made within twelve months your wish will be gratified, for the natural increase of population in Westchester county will be equal to half a hundred thousand per annum, and before ten years we may see a dense population on streets and avenues that will extend ten miles north of the Hariem River.

You have referred in your message to the propriety of a circulating medium in specie. You are aware that I was largely instrumental in devising and establishing the systems of banking in this State and the Union, and that I have advocated the present system of currency as the true policy for our country. As this question demands careful consideration, I propose to make it the s

BROOKLYN AFFAIRS.

Policy Players Caught.

Justice Delmar yesterday committed Garret Wal ace and a man named Hassen, policy dealers, to await the action of the Grand Jury. They were arrested at No. 59 Union street, on Thursday night, where they were conducting the "little game." The arrest of these parties leaves the Third precinct clear of gambling places.

Cock Fighters Held for the Grand Jury The police of the Butler street station recently made a descent on a cock pit maintained by ex police Sergeant Kane at the corner of Columbi and Congress streets, and arrested the proprietor and thirty-four other parties who were witnessing a "main." Yesterday the prisoners were before Justice Delmar, who held each of them to ball in \$500 to await the action of the Grand Jury. The police express their determination to break up cock fighting entirely in Brooklyn.

The Gas Question.

Application will be made to the Legislature early this session for the appointment of a bureau to supervise the affairs of the Brooklyn gas companies. Their rates are extortionately high, and that, too, under a pretended reduction effected last year in the price of gas. Complaint upon the subject is general. The illuminative properties of the light are exceedingly poor, and there is no redress for the consumers save that which a stringent onactment of the Legislature faithfully administered may afford. The gas companies' bills against the city for the month of December amounts to \$60,000.

The cost of shoes supplied the Raymond Street Jail for the use of prisoners last year was \$1,233; for blankets \$678 was expended, and for calicoes and cottons, \$550. The prisoners confined at the jail at various periods during the year numbered about eight thousand. Their cost to the county was \$77,000. At the last meeting of the Board of Supervisors one of the members condemned the custom of providing discharged prisoners with shoes and calicoes, as being an encouragement to vice. The jail authorities, on the contrary, consider

The Aldermanie Bridge Investigation

Aldermen Rodman, Ropes and McGroarty, the committee appointed at the last meeting of the Common Council to investigate the affairs of the Common Council to investigate the anairs of the New York Bridge Company, will commence their labor next week. The committee state, however, that they do not see what can be accomplished by them. They say that three reports have already been made by the Bridge Committees, and as those reports do not charge fraud the Aldermen appear to be at a loss to comprehend what is expected of them. All they desire is an economical expenditure of the people's money, which they believe they will have. They are anxious not to retard such a great work.

Charge of Arson.

Fire Marshal Kendy made an investigation yes terday touching the origin of a fire in a stable occupied by John Preston, in the rear of Nos. 782 and 764 Fulton avenue. The Marshal, upon visiting the premises, ascertained that a fire had been kindled under a wagon in the stable, and found a match-box and some remnants of a newspa premises, ascertained that a fire had been kindled under a wagon in the stable, and found a matchbox and some remnants of a newspaper saturated with oil on the floor. It seems that the premises No. 764 Fulton avenue are occupied by one James W. Stewart, a liquor dealer, who has an insurance of \$500 on stock, of which he has about ten dollars' worth. The Marshal also learned that the newspaper, portions of which were found in the stable, had been purchased by the bartender, T. J. Butterworth, on sunday. A quantity of match boxes similar to the box found in the stable were found in the bar-room, and Mr. Keady, deeming that he would be justified in having Stewart taken into custody, made a complaint against him before Justice Walsh, who committed him to answer.

Proposed Increase of the Fire Depart-

The question of the proposed increase of the Fire Department is being agitated in Brooklyn. Ex-Commissioner Campbell is of the opinion that the present high rate of taxation will admit of such an indulgence. He believes that five new Amoskedg engines should be procured, which can be built for \$5,000 each. One of these he would put in the engine-house in Pierrepont street; another in Herkimer street; another in Van Brunt street, near Hamilton avenue; another in tue warchouse district, williamsburg, and another either at Greenpoint or in the Pifth ward. There is no necessity for an increase of the force. Mr. Campbeil believes that volunteers could be summoned at any great fire, whose services would answer every purpose requisite. He considers the present Fire Department the most efficient in the country, and that it is far superior to New York. Chief Engineer Nevins he eulogizes as fearless, emergetic, clear headed and cool and equal to two companies himself. Ten thousand dollars should be spent in increasing the number of fire signal stations, which are now too far apart. Amoskeag engines should be procured, which can

Bad Bourbon and Kerosene.

On the night of November 25 a woman named Margaret Bradley was found lying bleeding in the area way of 48 Front street. She was insensible from a fearful beating which, it was alleged, she had irom a fearful beating which, it was alleged, she had received at the hands of one Hugh Barr and his wife, who lived in the basement of the above-numbered domicile, where she had been visiting. The assault was committed with a heavy wooden potato masher. The woman lingered between life and death for several days at the City Hospital. Barr was taken into custody at the time, but was yesterday released, his victim having recovered her health. He determined upon making an ovation upon his return from "durance vile." Accordingly, after his own peculiar and depraved fashion, he procured half a gallon of vile stuff, called bad bourben. Thus supplied, he caused his wife to invite several friends to their basement and partake of the liquid bounty which he had purchased. There were present at the drinking which ensued Rose (his wife), Miss Baker, Susan McFadden and Bridget Hussey. A horrible social reunion ensued. The maddening potion was drank until the worst passions of the liberated feion found vent in a desperate quarrel with Rose. In his frenzy he setzed a glass lamp which was filled with kerosene oil and was upon the mantelpiece. He deliberately poured the contents of the lamp over the red hot stove, about which the women were grouped. Some of the burning fluid fell on the girl Baker's clothes and the flames from the stove set fire to her dress. The other females fied, in their terror rendering no assistance to the unhappy girl, who was so badly burned that her recovery is despaired of. The police of the Second precinct arrested Barr and conveyed the victim to the City Hospital. The other guests of Barr were also taken into custody. received at the hands of one Hugh Barr and his wife,

POLICE MATTERS

The following communication from the Board of Pire Commissioners was received yesterday by the Board of Police:

Hon. Herry Shith, Persident of the Board of Police

Hon. Henry Shiff, Persident of the Board of Folice Corresponding to the Shift in the following preamble and resolutions were adopted:—
Whereas, numerous complaints have been made that polleemen, upon the discovery of a fire, instead of pulling the box nearest said fire, are in the habit of going to the station house to report it before sending out an alarm, thereby occasioning delay, therefore be it.

Resolved, That the Folice Department be requested to instruct the members of the force that in all cases where they discover a fire to pull the nearest box and semain there until the arrival of the first apparatus, it order to designate to them the exact locality of the fire, and then to make whatever report they may deem desirable.

M. H. WHITE, Secretary.

In answer to this communication the Police Com-missioners desired the Fire Communicationers to point out special cases or delinquency in the matter and they would dept with them.

A MUNICIPAL PICKLE.

The Differences Between the Comptroller and the Department of Docks.

A Decision Which Is No Decision-The Treasury of the Docks Completely Empty-Nearly All the Workmen of the Department . Discharged and the Legislature Alone Powerful to Decide the Issue.

It seems that, after all, very little can be said in inhilation was gone into at the time of its passage, nearly three years ago. Under its mystic language the Department of Docks is in such a pickle that it seems improbable any amount of law cases about A recent article in the Hunanahawet profits

thoroughly how hampered the Department of Docks had been in its operations for the past year or so, indeed ever since Mr. Green came into

the Commissioners of Docks resolved to seek a mandamus compelling the Comptroller to pay them the sum which the law directed they should have when necessary. But in law there are always two sides to a question, and

TEGINICALITIES OFTEN OVERRIDE
honest right. Judge Leonard, in giving his decision on the application for a mandamus, began by saving that though there was no question that the makers of the law meant that the Commissioners of Docks, who were invested with very extensive powers, should receive their money in bulk, still subject, so much so that the Comptroller was justified in demanding to see the items of the disoursements, instead of paying the money over in bulk. Undoubtedly the Commissioners had the right, the Judge said, of getting money on their Commissioners of the Sinking Fund attached to the requisition. Nor was it necessary to get the signatures attached to each particular item, but to a general bill. Judge Leonard then went on to say that, had the Commissioners, in making their application for a mandamus, given at the same time a bill of particulars, the action might stand; out specifying for what purpose, the Commissioners were not really before the Court.

This decision, while virtually supporting the ground which the Commissioners had taken, practically was adverse to them, and places them in, it possible, a worse position than ever; but if now they

DIFFER PROM THE DECISION and refuse to act under it, the opposite side co say they refuse to act in accordance with the law,

and reiuse to act in accordance with the taw, and uninitiated people will readily believe it at first sight. And yet what a pitrial plight it puts them in!

In the first place, the Commissioners have held all along (as Judge Leonard says the law undoubtedly meant) that to do that work properly they should have their money in bulk, and not in parcels, for only in this way can they make contracts advantageous to the city. No estimates of dock building unless in the first place exorbit and ever came up to the reality. It is a work about which even the most expert are always at fault. There are portions of the Sinking Fund down fifty feet. Such work sometimes costs five times the estimate.

In the second place, in the purchases of dockage in this city, where the signatures of the Commissioners of the Sinking Fund were necessary, the Dock Commissioners have had considerable difficulty in getting them, and this when the Commissioners of the Sinking Fund were rather favorable than otherwise. Now the Dock Commissioners say the Comptroller and the Mayor, being both Commissioners of the Sinking Fund can very easily refuse their signatures altogether, which of itself is almost a certain death to any requisitions they may make.

It may be readily seen then that the decision of

Justice Leonard really is only
A BLOW TO THE DOCK COMMISSIONERS,
instead of being a neip to them, as it looks at first

instead of being a neip to them, as it looks at first sight.

The next move of the Commissioners, therefore, will be to send a committee to call upon the Compitoler and ask him to furnish sufficient money for the running expenses of the Board—that is, to pay the laborers on the docks, the engineers. &c.; and also a sum of \$31,893, which has been due for some time, but which Mr. Green has not seen it to pay. The money is now urgently demanded by the creditors and the Department of Dock, which has always been known as one of the promptest paying ones in the city, and the immediate consequence is that it will sink to

that it will sink to

THE DISGRACEFUL LEVEL

of some of the others, where men have to wait
months, and perhaps years, for money they have
honestly carned. This is another result of mistaken economy, for men of business who wait for
payment cannot be expected to furnish things at
the same price as those who can get immediate.

In the last meeting of the Board Commissioner.

In the last meeting of the Board Commissioner Wood proposed the following resolution, watch was adopted:—"Resolved, That the report of the Auditing Committee be adopted and that the treasurer be instructed to pay the various small bills under audit, Nos. 1,476 to 1,500 (amounting in all to \$799), for rations of crews, of tugs and dredges, transportation of surveying parties, janitor's fees, premium for insurance, and so forth, and that the remainder of the bills audited, numbered from 1,501 to 1,527, inclusive, and amounting to \$31,993, be; paid as soon as the Treasurer receives unds from Comptroller."

It was in accordance with this that a committee was appointed to wait on the Comptroller. It is more than probable that he will

more than probable that he will
PUT THE COMMITTEE OFF.

In one of his wonderfully vague addresses, and
then the Dock Department will literally have
become a very handsome ornament to the city, but
certainly nothing more.

But the department will fortunately have one resource, that of again appealing to the Courts, and
it is this which it will do. Judge Leonard in his
decision says that it is not to the prejudice of
another action, and no doubt if the department
was to put in a bill of particulars with its application for a mandamus it might meet with better
success.

As already foretold in the previous article on the docks in the Herald, the Commissioners have

As already foretold in the previous-article on the docks in the Herald, the Commissioners have been onliged to

DISCHARGE MANY OF THE HANDS
in their employ, producing widespread suffering, especially at this period of the year. It was only last week that the Commissioners requested General McCleilan to discharge all men who were not absolutely necessary to him, so that the works now in progress need not suffer materially, and General McCleilan, the Engineer-in-Chief, compiled. This was, of course, only done under the pressure of necessity. The Commissioners have been becoming shorter and shorter of money every week, until at present they actually have only \$3,000 in bank, and without prospect of receiving more. For one of the most important of the departments in a great city like this such a showing seems absurdly ridiculous, but it has the merit of being true.

On November 1s the payment of 29c men for two weeks was \$7,241. On November 30, of 272, already twenty men less, \$9,379. On December 14, of 215 men, \$5,694, and the hast fortnightly payment. was made on December 28, and the following is THE OPPICIAL PAY ROLL.

Pler at West Twenty fourth street.

25

Pier at West Twenty-fourth street.
Pier at Christonher street.
Removing piles at pier 25 North River.
Drawing spuds of dredges.
Pile driver. No. 1.
Pile driver. No. 3.
Pield corps and bureau of engineers. Totals.....

Totals. 176 Si, 568

At present the work is still going on at the Battery, and promises to continue for some time. The pier now appears for some foot or two above the water, and seems to be a fine piece of masonry. But it is lamentable to think that this is all that has been done in three years, and that had the Commissioners received the money the law sliowed them the work at present might hape stretched perhaps up to Canal street. And it is service to think that all this great work—the prosperity of the city—depends upon a mere nod, and that men who have not really the city's interest at heart have the power to dro it is prosperity, without any power to prevent such a consummation. A misunderstageding has arises between these two important departments, and now the Legislature must step in any take the matter in hand to adjust one way or another—to decide which is right, the Commissioners. As matters at present stand it is a deadlock between them, in which neather will gave, way and which both conceive themselves equally right. And it is, no doubt probable that before the courts of law can even inquire into the dighthouse of the gentlemen at Albany this year.

ANOTHER PRISE PIGHT.

Jack Conway, of Scranton, and William Coalello, of Binghamton, have uset and signed articles to bight in the prize ring within one hundred mites of Scranton, Pa. on the 152 day of March.